

ALMA CELEBRATES THE 4TH

Many Novel Attractions

are now being secured by the Entertainment Committee.

See Large Bills for Particulars

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Hordes of Boards
Our Yard Affords
Of Quality the Best
Clear and Sound
They Here Abound
You're Invited to Invest

LITTLE ROCK COAL CO.
Lumber Dept.



For Goodness Sake
use

KC BAKING POWDER

Purity First

It will never disappoint you—try
it if you like good things to eat.

25 Ounces for 25¢



Building Michigan's First Good Road Under the New Highway Law

Type of Highway Adopted Which Secures Best Results
at Minimum Cost to Taxpayers

Making the mud fly is more appropriate than the usual phrase to describe the road work now going on in Monroe county. In spite of the mud, however, good progress is being made on the 14-mile stretch of highway from Monroe to the Ohio county line which represents the first good road to be built in Michigan under the Covert law.

Monroe county, under the energetic leadership of Commissioner Lentz, was first in the field among Michigan counties with petitions, county bonds and

agents nor slyly. She is providing for her main highways a kind of road that will carry any weight of traffic; that will be as satisfactory for horses as it is for motors, because it is elastic instead of hard and unyielding; that will not crack or heave—and that, in spite of these advantages, costs at least \$2,500 a mile less than other hard surface roads.

To accomplish this Monroe specifications provide for a 5-inch concrete base with a 2-inch wearing surface of asphalt macadam. This top course is composed of 3/4 to 1 1/2 inch stone mixed with and bound together by about 2

the Bernadine deposit of Venezuela is employed.

This may be termed the combination road, utilizing as it does the three principal road materials in such a way as to get the most out of each at the lowest possible cost; that is, the lowest cost at which a road to carry heavy traffic can be built. Monroe will pay less than \$12,000 per mile for her asphalt macadam, 16 feet wide with a 6-inch cement curb and foundation. No community is getting roads so good for less money, and most communities are paying more. A nearby supply of good stone and trolley transportation along the line of the work have tended to make Monroe road prices unusually low. This would have lessened the cost of any kind of road construction, so that Monroe can rightly claim that by the choice of asphalt macadam there is being saved \$2,500 per mile as compared to concrete and probably \$4,500 per mile as compared to brick.

The Work In Progress.

In the midst of the heavy spring rains the contractor for the Monroe



READY TO LAY THE FOUNDATION FOR ASPHALT MACADAM ROAD



RUNNING THE LINES FOR MONROE'S NEW ROADS



ROLLING THE SUB-GRADE



THIS CANNOT HAPPEN AGAIN ON THE MONROE-TOLEDO ROAD

Getting Monroe County Out of the Mud

Finally with an awarded contract for road construction. This 14-mile contract was followed by the award of 11 more miles, and about 15 additional miles of hard surface roads will be put under contract within the next two weeks. Forty miles of the highest type of road construction in one season—and before most communities have made up their minds what they are going to do—is a record to be proud of.

How Monroe is Building Its Roads.

The main highways through Monroe county from Toledo to Detroit are mostly mud in winter and spring and deep-in-dust stretches of dirt in summer. The county is therefore compelled to build from the ground up, providing drainage, culverts and bridges as it goes along.

Putting aside all offers of contributions and interested advice which would have meant the construction of the most expensive kinds of roads, Monroe adopted a type of construction which contains a lesson in road economics for other Michigan communities. Monroe has been neither extrava-

gations per square yard of Bernadine natural asphalt.

Making Each Material Do Its Best Work.

In a road such as this the materials employed are made to perform the function for which each is best fitted. The cement concrete is the foundation or support. It is not subjected to wear or exposed to the pounding of traffic, for which it is not adapted. In the case of an all-concrete road, the concrete must be made so thick and the mixture so rich that the cost is almost prohibitive and even then the result is always in doubt. But employed as a base or support for an elastic or malleable asphalt wearing surface concrete can be used at moderate cost and without incurring any risk as to how it will perform. In the top course the stone is the wear-resisting factor, the asphalt being the binder that holds the stone in place. Of course the life of such a road is dependent upon the continued cementing or binding power of the asphalt, and that is why natural asphalt from

Toledo road began work near State line. Headquarters and a "Hotel" for the working force were established at Erie. The grading and ditching are an important part of the work, and are not made any easier by the soaked condition of the ground, which "gives" and soaks under the rollers instead of compacting. Notwithstanding these troubles nearly two miles of roadway were ready for base on May 1st, and the laying of the base from a huge boom-delivery concrete mixer that travels along with the job is proceeding faster than the grading gangs ahead of it. When a sufficiently long stretch of base has been laid and set the "top gang" will be ready to put down at least 1,000 yards of asphalt wearing surface a day.

The County Commissioners are "on the job," so are the engineers of the State Highway Commission, and the contractor. The determination of all these forces is that the Monroe county work shall not only be the first of the best work in Michigan under the new state highway law.

BOYS

BOYS



Don't bring Dorthy to that

July 4th Celebration

in your old Buggy.

Not when you can buy the classiest one in Gratiot County, anyway to suit your pocketbook.

ALMA ELEVATOR CO.

Alma, Mich.



How it looks when illustrated.
"Oh, that fellow! He's an old STICK IN THE MUD and never did do anything startling."



No Poor Bread Here
No Mistakes No Failures
Always Light Always Wholesome
Always the Same Weight
Good Today
Good Yesterday Good Tomorrow
Let Us Supply Your Daily Needs

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The Stamp of Approval
has been placed on

Marquis Flour

by the best judges

Quality First

is our slogan.

We have pleased your neighbor.
A trial will please you.

Alma Roller Mills



Low 20th Century Manure Spreader
A Durable Machine

THE Low 20th Century spreader is durable because it is built almost entirely of steel. The main frame is steel, braced with steel. Both front and rear trucks are steel. All driving parts are steel. The controlling levers and even the seat are of steel. The only wood entering into the construction of this machine is used in the sides of the box, the apron slats, the beater bars, and the tongue. In these places the kind of wood used is more durable than steel.

Besides being durable the Low 20th Century spreader is without exception the most efficient spreader on the market. The features that make it durable and efficient will have to be seen to be thoroughly understood. The dealer has a sample machine set up, and can show you these features better than we can tell you in fifty advertisements. Go in and see the machine.

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